BookletChart™

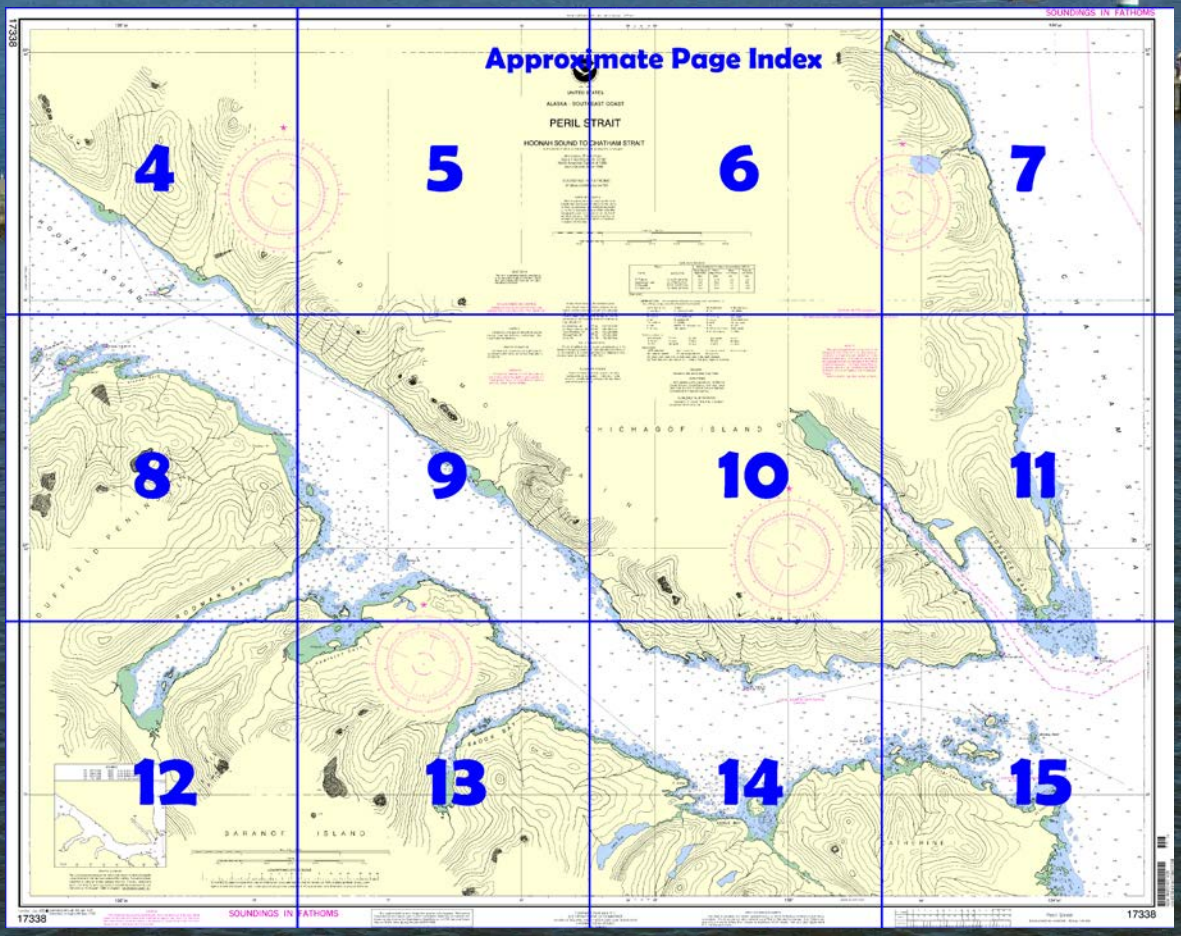
Peril Strait – Hoonah Sound to Chatham Strait

NOAA Chart 17338

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

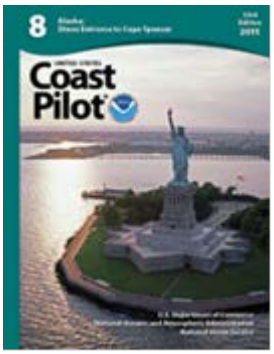
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17338.



(Selected Excerpts from Coast Pilot)
Broad Island, 200 feet high and wooded, is 2.1 miles NE of Otstoia Island and 0.5 mile off the N shore at the entrance to Hoonah Sound. **Broad Island Light** (57°35'09"N., 135°23'37"W.) is shown from a skeleton tower with a red and white diamond-shaped daymark on the W side of the island. Passage may be made between Broad Island and Chichagof Island to the N. Midchannel depths range from 40 to 60 fathoms; a shoal extends 0.2 mile NE from Broad Island, and a bar extends 0.2 mile out from the tree line on Chichagof Island into the channel.

On the N shore of Peril Strait, 2.5 miles E of Broad Island, a large landslide extends up the mountain side for several hundred feet.
Nismeni Cove, on the E side of Nismeni Point, affords anchorage for small craft, with protection from S winds. To enter, keep the S shore aboard at a distance of about 200 yards to avoid the reef off Nismeni Point, and anchor in the middle of the cove about 0.3 mile from the head, in 6 fathoms, fair holding ground.
Peschani Point is a low wooded point on the S side 2.8 miles NW of Rodman Bay. The point is marked by a light.
Rodman Bay, on the S side 6 miles SE of Nismeni Point, offers good anchorage at its head. The wide mouth of the bay contains several shoal areas: **Rodman Rock**, with 1 fathom over it and marked by a buoy, is in the bay about 0.5 mile NW of the E point at the entrance; depths of 3 fathoms are found on an extensive shoal 0.9 mile W of Rodman Rock; shoals with depths of 1½ fathoms extend out to 0.5 mile from the W shore about 0.7 mile S of Point Elizabeth, and from the S shore about 0.3 mile W of the entrance to Appleton Cove. Safe passage to the head of the bay may be gained by passing 0.2 mile to the N and W of Rodman Rock Buoy 1 until SW of the buoy; continuing, stay 0.6 mile off the S shore until S of Point Elizabeth, and follow a midchannel course up the narrow part of the bay to its head.
Point Benham and **Point Elizabeth**, rounded wooded points, are, respectively, E and W of the entrance to Rodman Bay. Point Benham is marked by **Point Benham Light** (57°28'59"N., 135°11'52"W.), 19 feet above the water and shown from a square frame structure with a red and white diamond-shaped daymark.
Lauf Islands are on the E side near the head of Rodman Bay. The anchorage is 0.2 to 0.3 mile SW of Lauf Islands in 14 to 15 fathoms, soft bottom. A midchannel course leads safely to the anchorage. Flats extend 0.5 mile from the mouth of streams that enter the SE and SW corners of the head of the bay. SW winds blow with considerable force through the pass at the head of Rodman Bay.
Appleton Cove, about 1.5 miles inside Rodman Bay on the S shore, affords good anchorage and lee from seas for small craft though winds may be quite strong. The entrance channel is deepest E of center, about 0.1 mile off the E shore. Care should be taken to avoid a reef and foul area about 0.2 mile S of the SE corner of **Prince Island**.
False Island, small and wooded, is connected to Chichagof Island by a rocky isthmus that covers only on extreme high waters. A log storage area occupies most of a small cove formed by False Island and the mainland. The cove opens to the NW and has depths ranging from 2 to 6 fathoms and offers protection for small boats from storms from all but the NW. Care should be given to avoid the submerged ledge that extends about 100 yards NW from the NW tip of the island.
Saook Bay has its entrance on the S side of Peril Strait, 4 miles SE of Rodman Bay. **Paradise Flats** extend about 0.8 mile from its head. The bay affords a good and convenient anchorage with shelter from all winds. Water can be had from small streams.
Saook Point and **Point Kennedy** are the N and S points of the entrance to Saook Bay. A depth of 2½ fathoms exists 0.4 mile off shore and 0.5 mile E of Point Kennedy.
Lindenberg Harbor is a small cove on the W side of Lindenberg Head and affords protection from N and E. The anchorage is in the middle of the cove in 12 to 15 fathoms, with indifferent holding ground. A private mooring buoy is in the W side of the harbor. In 1976, a log storage area was occupying most of the N side of the harbor.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Mar. 03/12
Corrected through LNM Feb. 21/12

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Mt. McArthur, AK	KZZ-95	162.525 MHz
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Cape Fanshaw, AK	KZZ-88	162.425 MHz
Althorp Peak, AK	KZZ-86	162.425 MHz
Sitka, AK	WXJ-80	162.550 MHz

Mercator Projection
Scale 1:40,000 at Lat 57° 32'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, and National Geospatial-Intelligence Agency.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 4° from the normal variation have been observed in Peril Strait from McClellan Rock to Pt Thatcher.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.246"southward and 6.412"westward to agree with this chart.

VEGETATION
The land is generally heavily wooded up to an elevation of about 1500 feet. Above that, the woods thin out and the higher elevations are bare.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Pt Thatcher	(57°25'N/134°51'W)	14.2	13.4	1.8
Nismeni Cove	(57°34'N/135°25'W)	15.0	14.0	1.5
Pt Elizabeth	(57°31'N/135°17'W)	14.7	13.7	1.6
Lindenburg Head	(57°27'N/135°02'W)	14.5	13.5	1.6

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Feb 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
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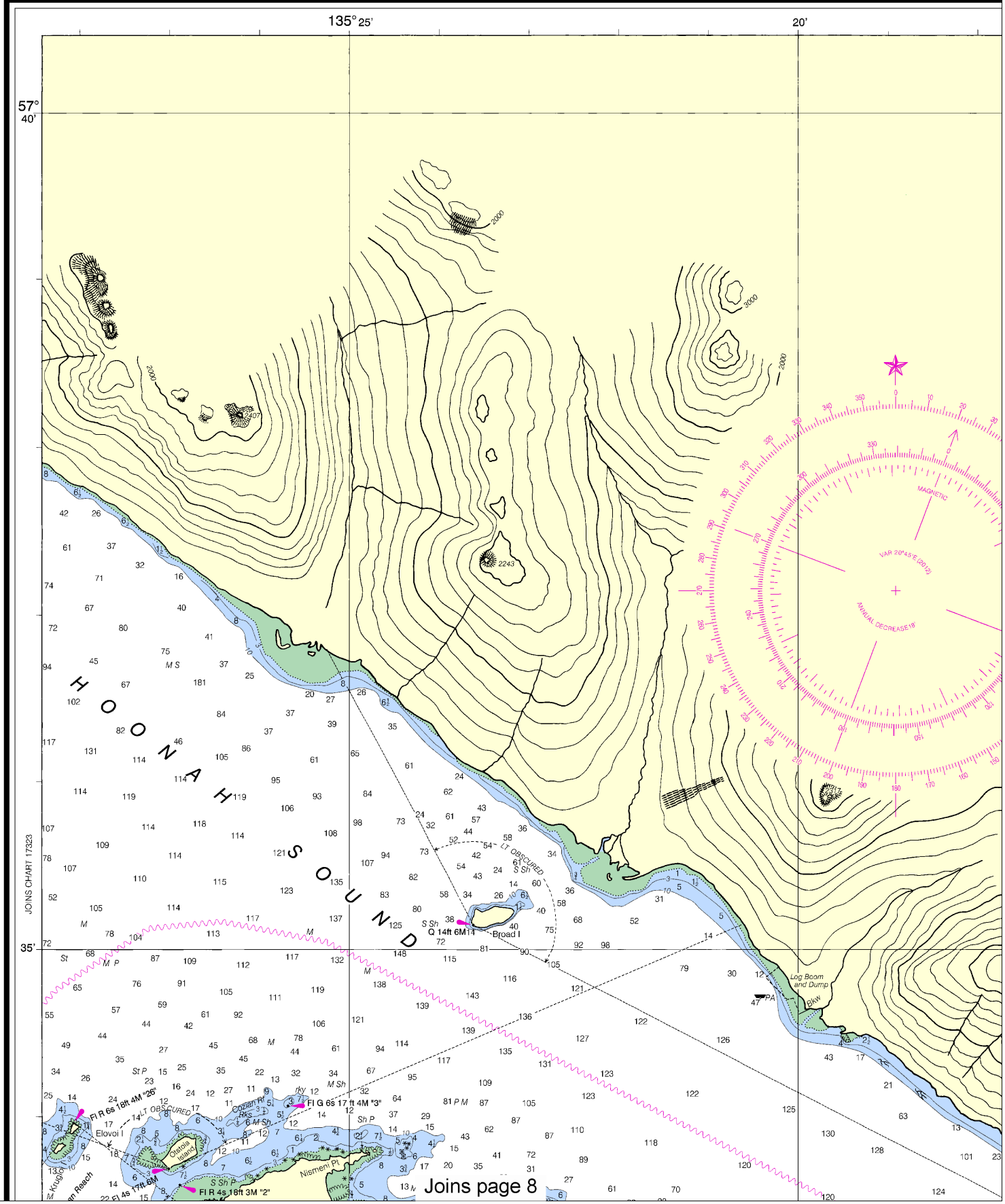

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly C&GS 8283, 1st Ed., June 1898 C-1923-382

15' 10'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTHEAST COAST

PERIL STRAIT

HOONAH SOUND TO CHATHAM

Mercator Projection
Scale 1:40,000 at Lat 57° 32'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.

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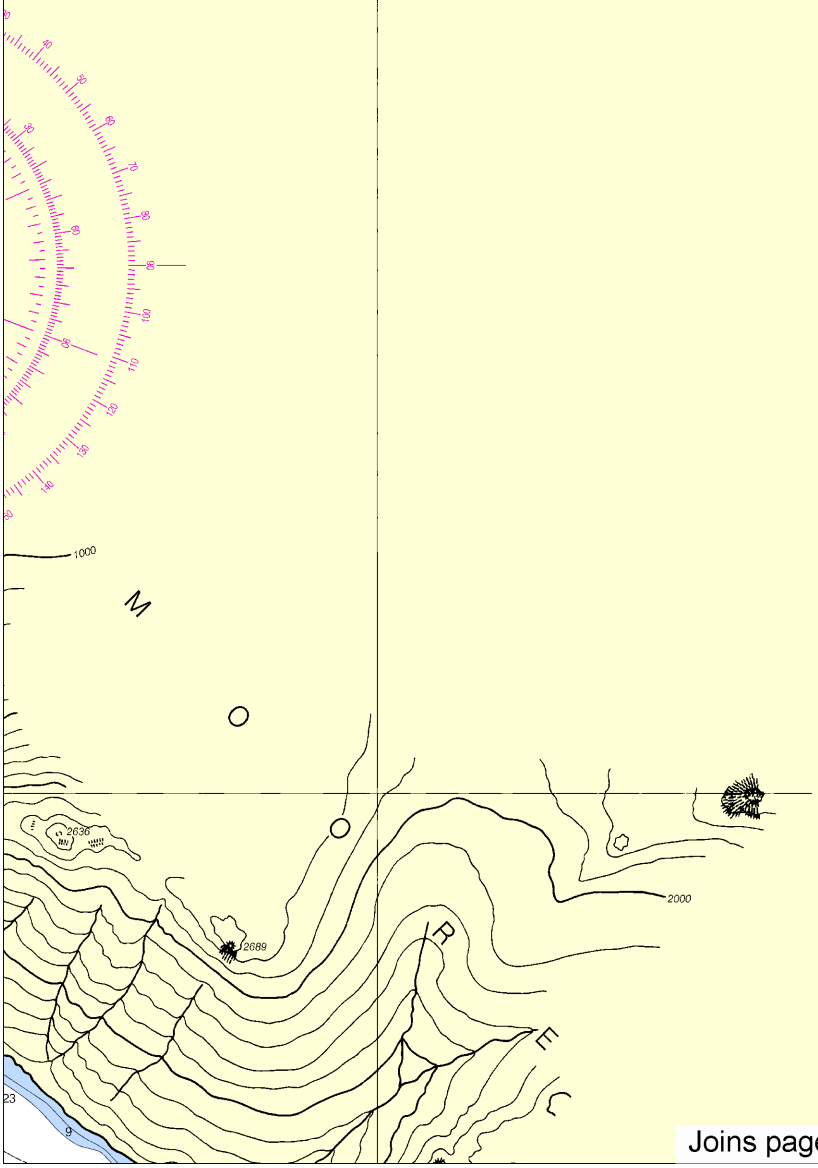
Joins page 6



VEGETATION

The land is generally heavily wooded up to an elevation of about 1500 feet. Above that, the woods thin out and the higher elevations are bare.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed in Peril Strait from McClellan Rock to Pt Thatcher.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

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WARNING

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RADAR REFLECTORS

Radar reflectors have been placed on many

Joins page 9

Formerly C&GS 8283, 1st Ed., June 1898 C-1923-382 KAPP 2675

06' 45' 30' 15' 05' 135°

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

LASKA - SOUTHEAST COAST

PERIL STRAIT

SOUND TO CHATHAM STRAIT

Mercator Projection
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North American Datum of 1983
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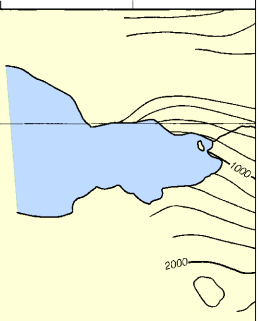


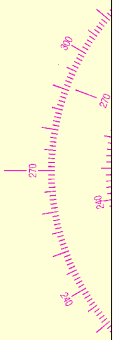
SCALE 1:40,000

Nautical Miles
1 ½ 0 1 2

Statute Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

Meters
1000 0 1000 2000 3000 4000 5000



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(Feb 2012)

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AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
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Joins page 10 High Water.

COLREGS, 80.1705 (see note
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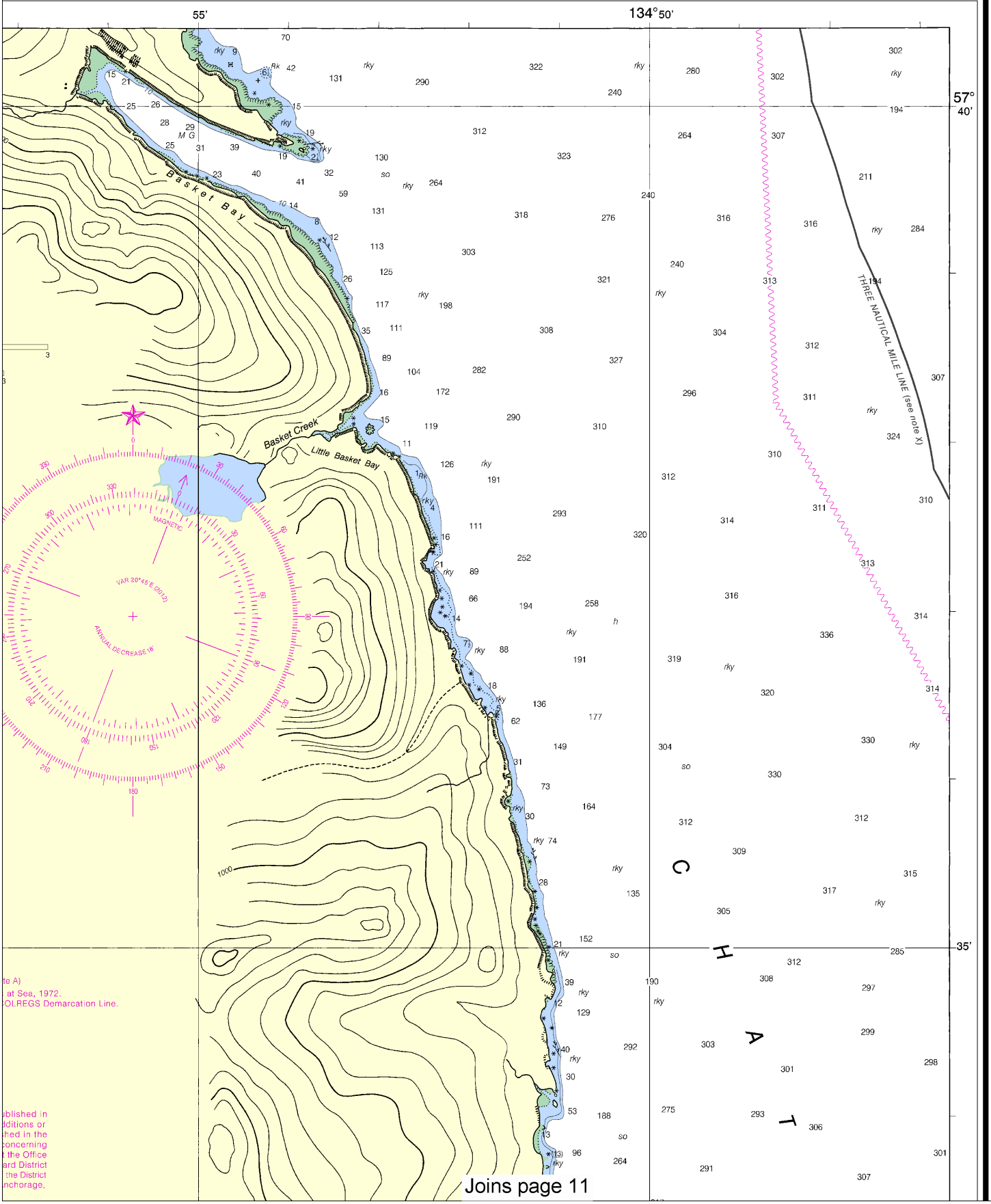
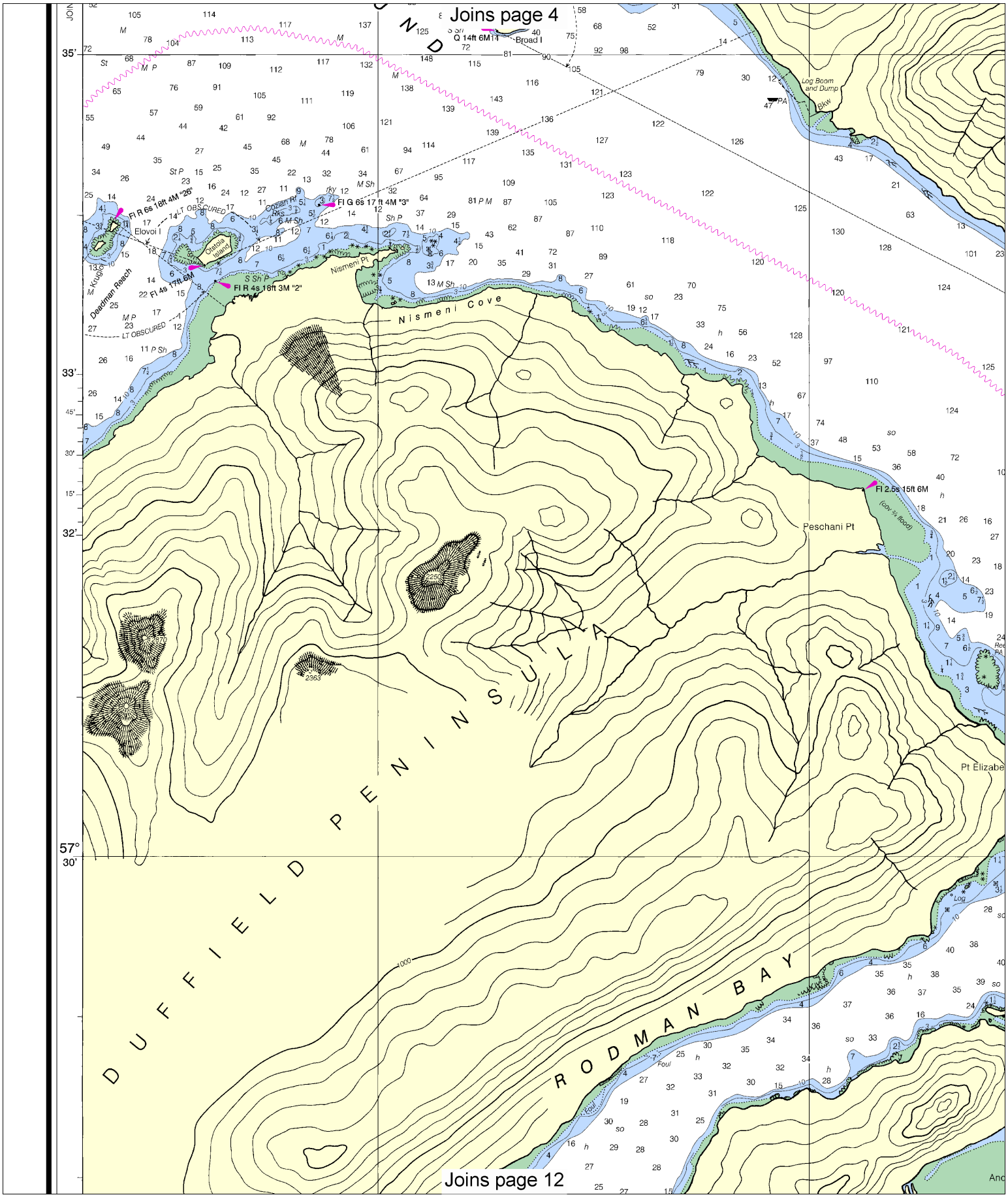


This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



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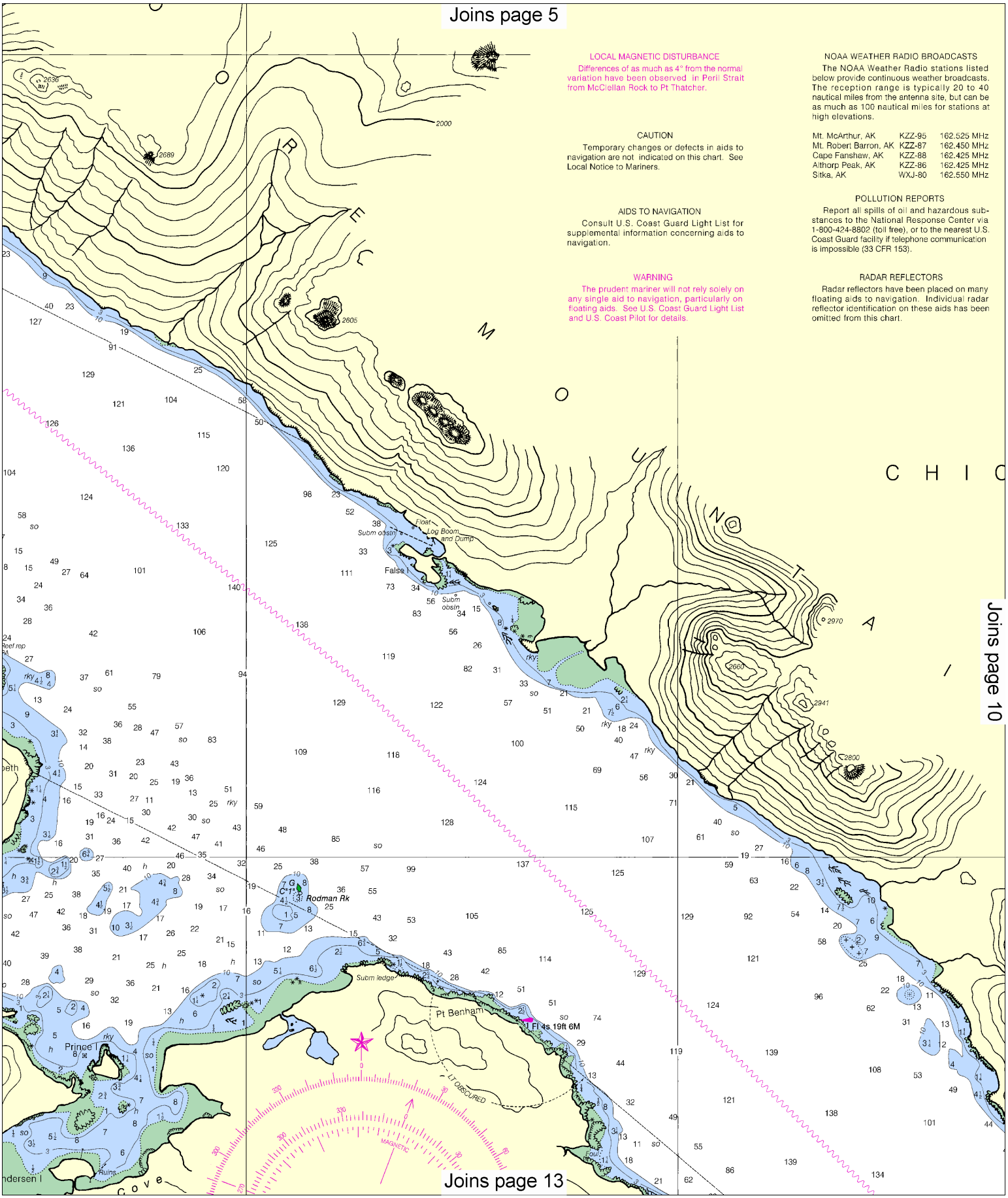
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MOKUNA
CHIC
Float
Log Boom
and Dump
Subm obstn
False I
Subm obstn
Rodman Rk
Subm ledge
Pt Benham
Fl 4s 19ft 6M
LT OBSCURED
MAGNETIC
Prince I
Ruins
Cove
Joins page 10
Joins page 13

tide predictions, and tidal c… …net from http://tidesandcurrents.noaa.gov.

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F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
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Cy clay	Grs grass	M mud	S sand	sy sticky

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AUTH authorized — Obstn obstruction — PD position doubtful — Subm submerged

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21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U. S. Coast Guard, and National Geospatial-Intelligence Agency.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

COLREGS, 80.1705 (see note

International Regulations for Preventing Collisions a

The entire area of this chart falls seaward of the CO

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Refer to charted regulation section

C H I C H A G O F I S L A N D

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Joins page 9

Joins page 14

False Lindenberg Head

MAGNETIC

VAR 20°45'E (2012)

ANNUAL DECREASE 16'

Piles rep

Printed at reduced scale. ~~SCALE 1:40,000~~

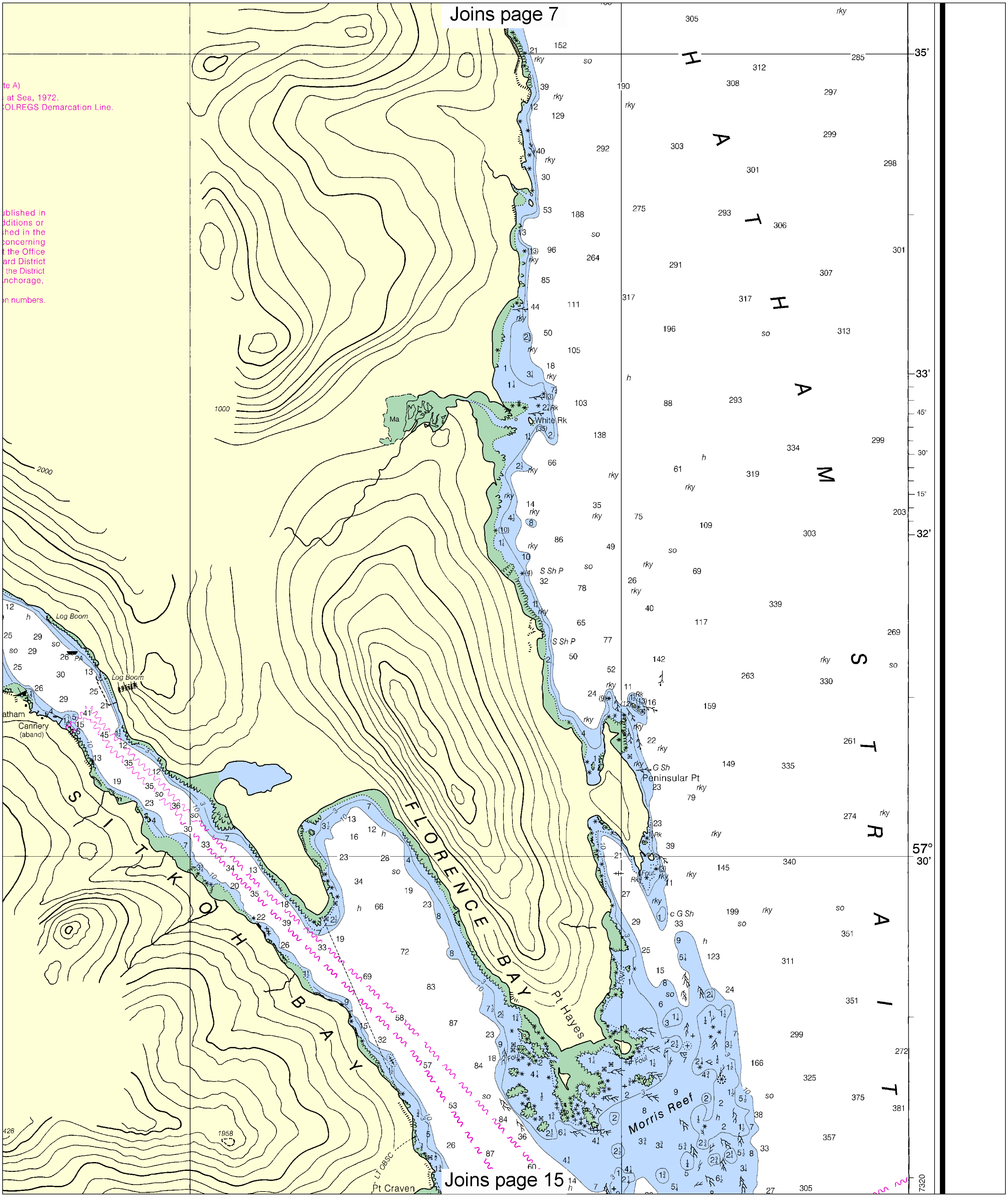
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

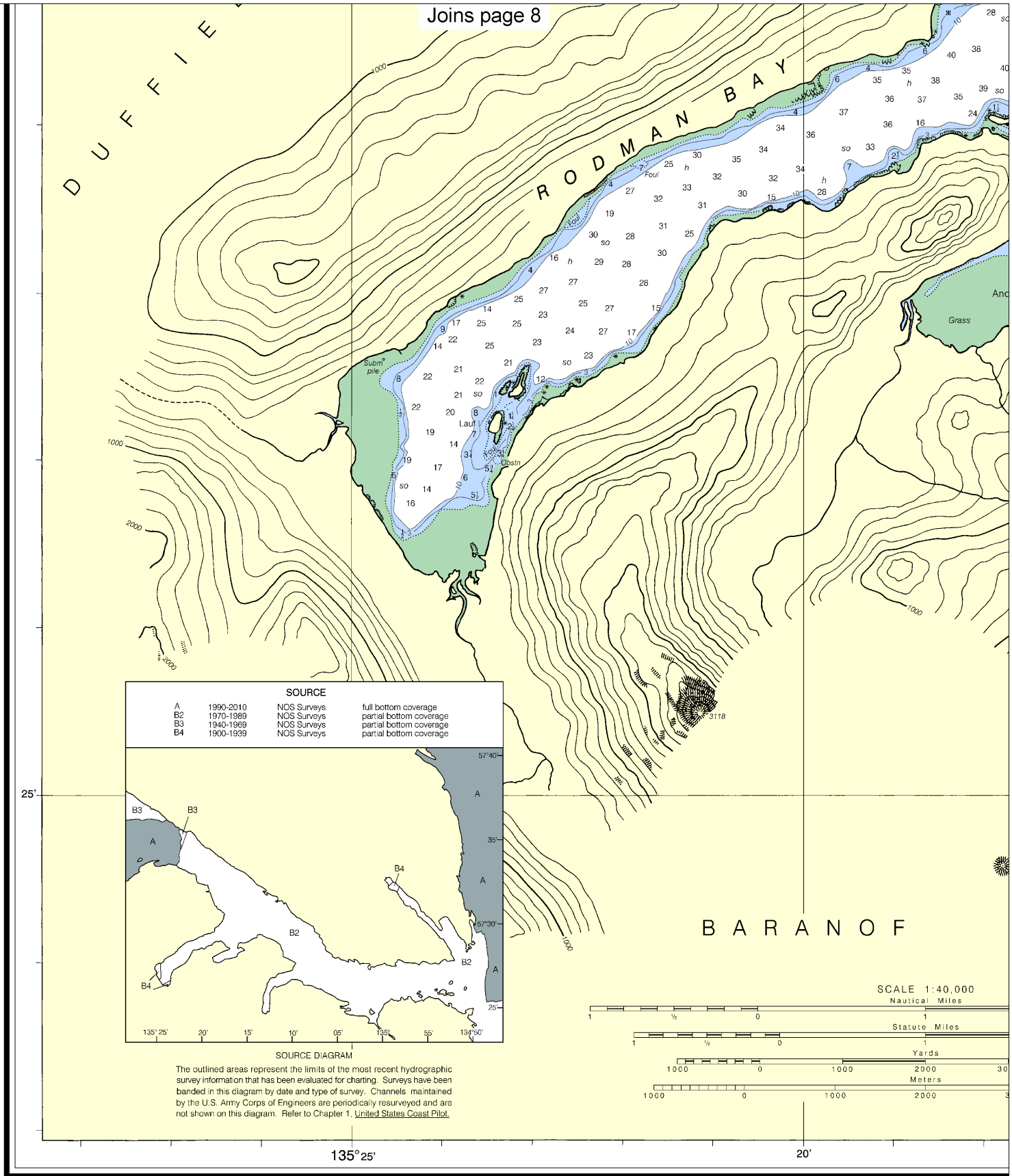
Note: Chart grid lines are aligned with true north.

Joins page 7



Joins page 15

Joins page 8



SOURCE

A	1990-2010	NOS Surveys	full bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SCALE 1:40,000

Nautical Miles: 1 ½ 0 1

Statute Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000 30

Meters: 1000 0 1000 2000 3

15th Ed., Mar. /12 ■ Corrected through NM Mar. 03/12
Corrected through LNM Feb. 21/12
17338

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FATH

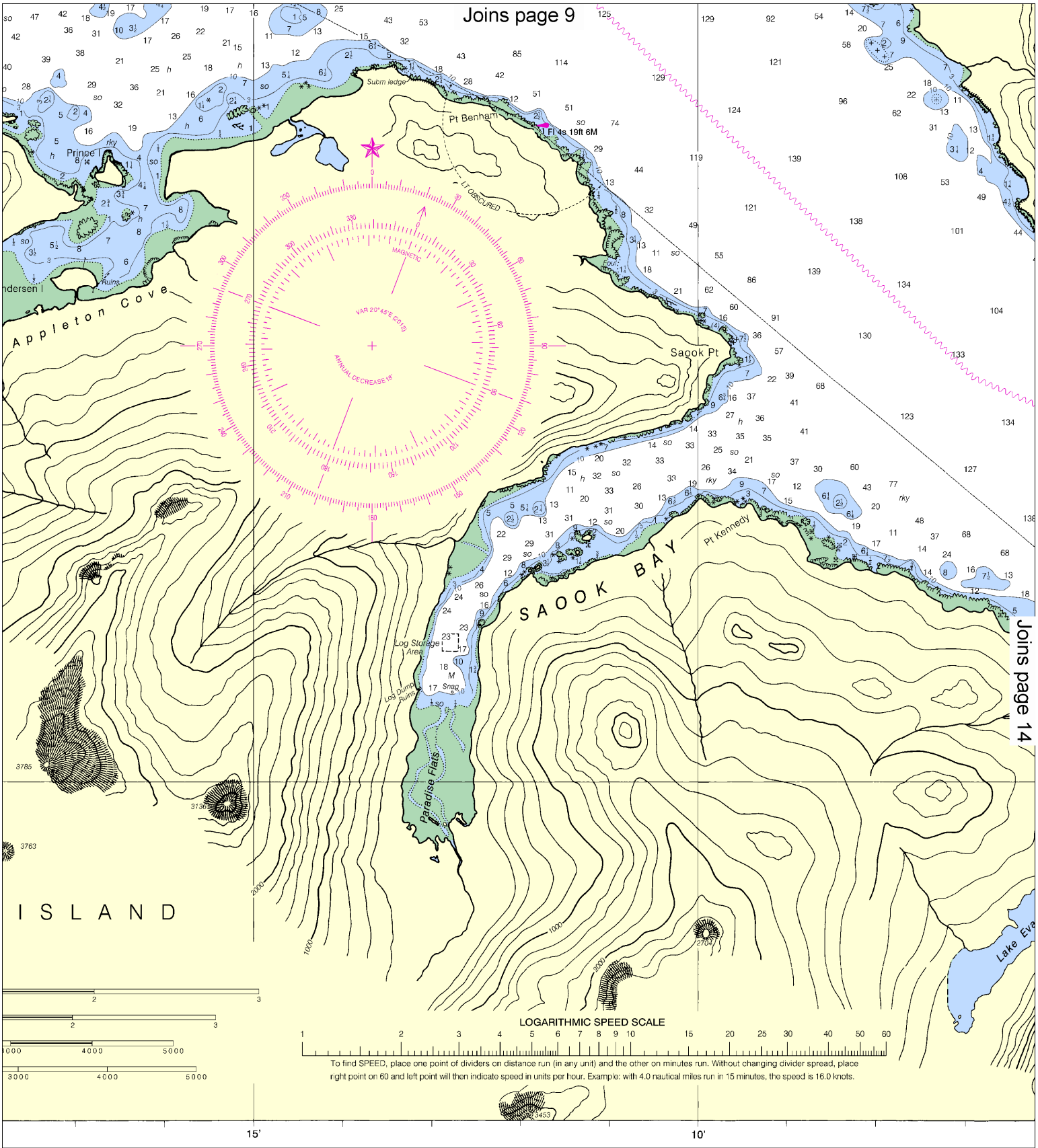
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



HOMS

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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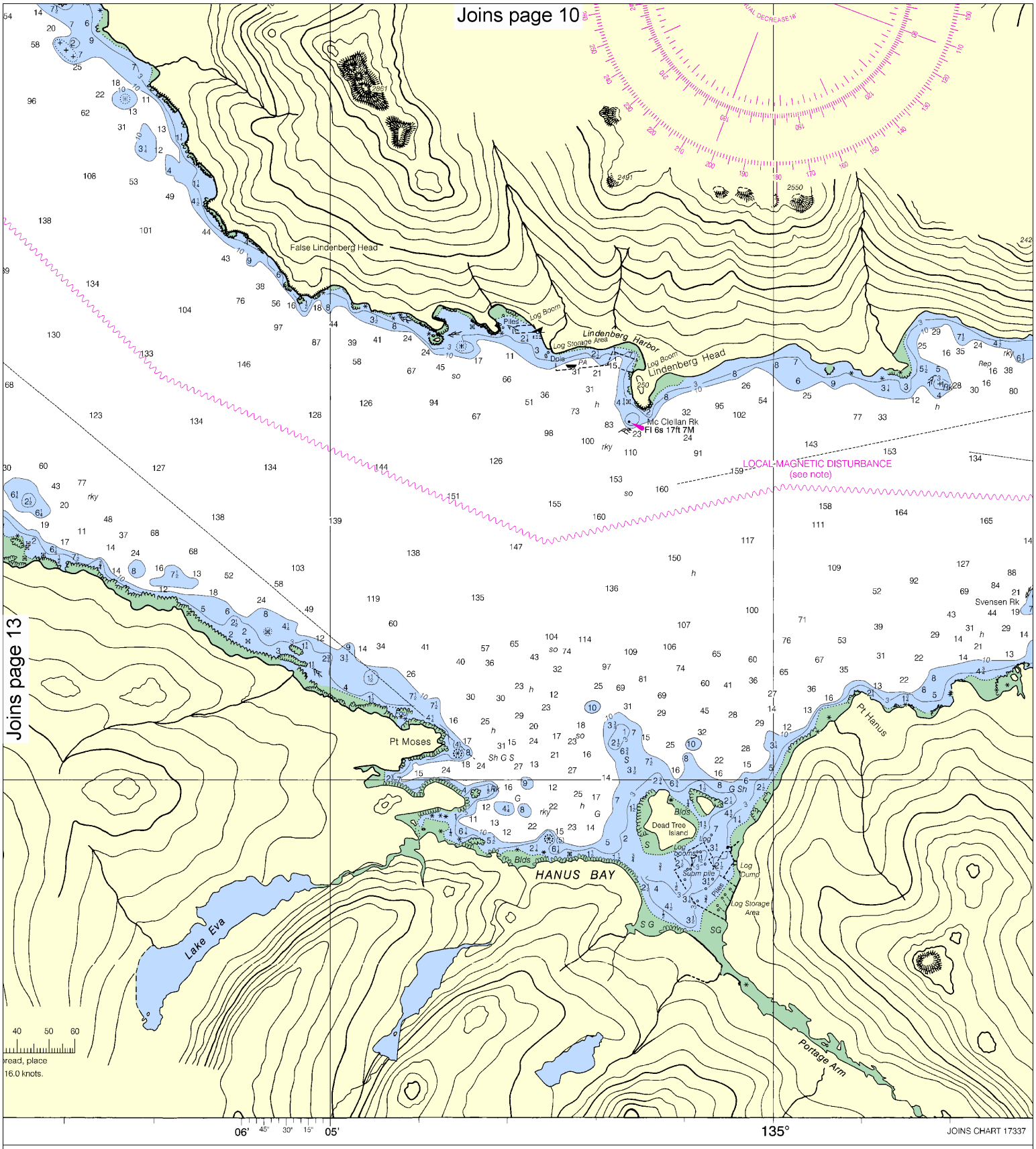
NATIONAL OCEAN SERVICE
COAST SURVEY



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COAST SURVEY

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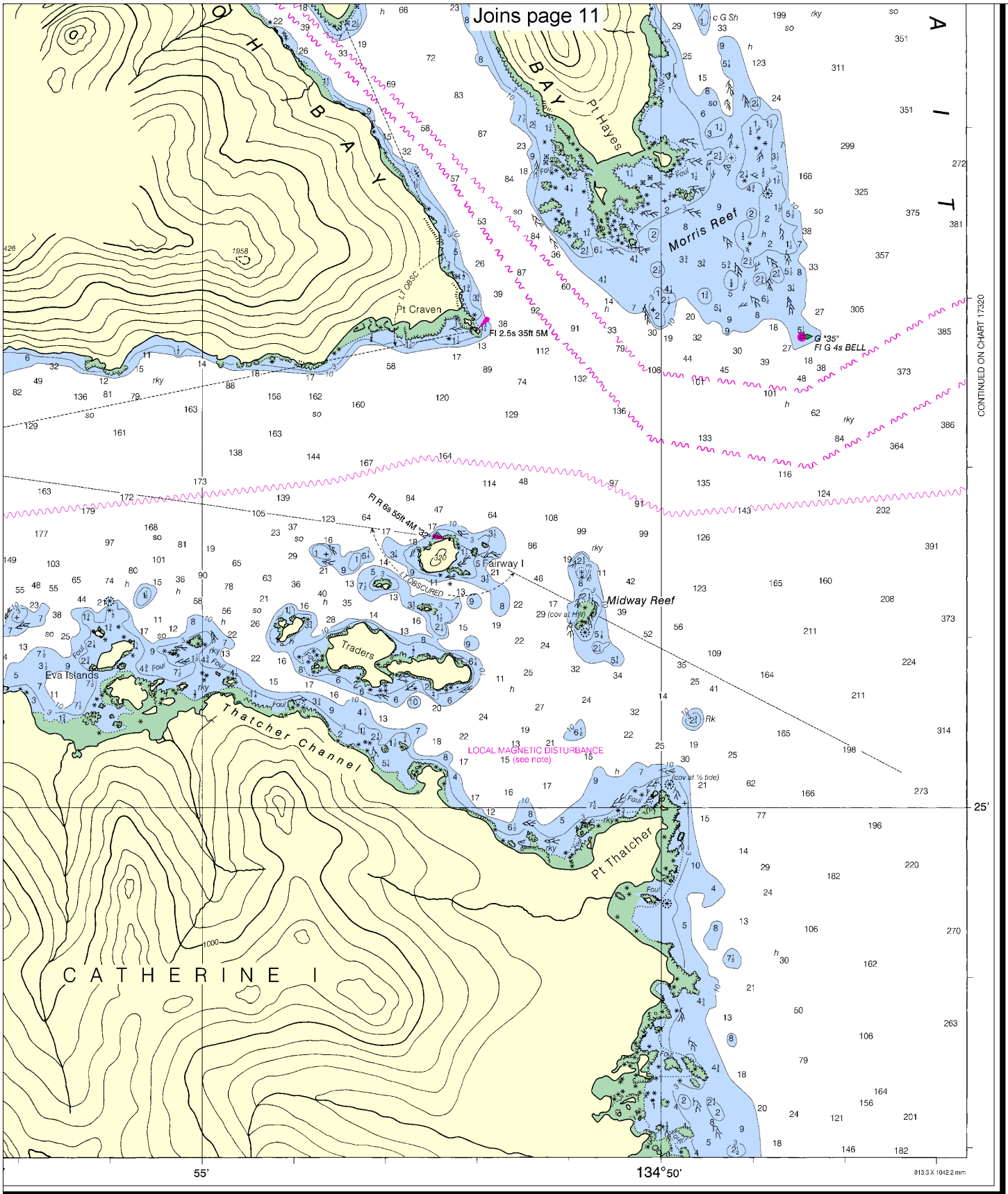
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Peril Strait

SOUNDINGS IN FATHOMS - SCALE 1:40,000

17338

ED. NO. 15

NSN 7642014011439 NGA REFERENCE NO. 17XHA17338

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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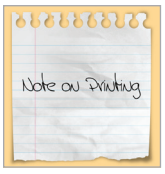

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NOAA's Office of Coast Survey The Nation's Chartmaker